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Official paper of Clatsop county and the City of Astoria.

WEATHER.

Eastern Oregon and Washington—Fair.
Western Washington—Showers.

RANK SUBTERFUGE.

For want of a more pertinent answer to the Astorian's strictures on the hide-bound policies of Portland in the development of the state, the Oregonian of yesterday seeks to make this paper amenable to an open disparagement of United States Senator Charles W. Fulton, something that was, and is, entirely foreign to the will or purpose of the Astorian. The name of the senator is invoked to avert what must, else, have been a straight-forward, if futile, response to the direct challenge we made that the Oregonian justify itself, and for another purpose as well, which is understood thoroughly. The Astorian takes it upon itself to apologize, for both papers, for the needless and heedless use of his name in the Portland print, and to avert its freedom from all intent at reflection, even by inference. Senator Fulton knows what the Astorian thinks of his work and career in congress; it has been printed often enough in grateful terms to obviate the necessity for any allusion to it, and the Oregonian will have to stick to the text of the argument raised, and stifle us, if it can.

We do not blame Portland for exercising every reasonable energy it possesses in up-building the city and making it a metropolis in every sense of the word; and this city has, and will, contribute gladly to the consummation of Portland's best ambition along all lines that do not cross our own welfare. We do blame Portland, as the center and fountain-head of all the influence Oregon is able to invoke, or express, for directing that power always and dominantly to, and for, Portland, with a blasting indifference to every other city and locality in the state. The ascendancy of Portland at Washington is all it should be if only it were used for Oregon as well as for Portland. That it has not been so used, accounts for the fact that today, Oregon, with vast and varied resources and boundless elements to attract and hold millions of men, with new blood and expanding energies, is the poorest commonwealth on the Pacific Slope in population; that she is fenced in by policies that make for her inertia, while the "first families" are glutting themselves with the exclusive immunities and privileges forged two score of years ago; that Portland has no breadth that is not marked and stalled at her municipal boundaries; that she permits nothing to be done by the national or state government that does not include, first of all, an enhancement of her prestige and development. She has centered the destinies of the state so long within her own precincts that she has lost all concern for the growth of her contributing neighbors, stultifying their very contributory faculties by the over-reaching selfishness that inspires her to thwart and minify their efforts to live and build up. She has clung to the moss-back principle of exclusiveness until Washington, with no more to back her than Oregon has, in the way of natural advantages, leads her with an abounding lead in every direction. She may deprecate her influence all she chooses through her press, but the story is too old and too burdensome to be ousted from the minds of the people who have got it by heart by years of disappointment and chagrin.

We are proud of her in many ways, but the pride is tinged with a sense of injustice undeserved and long-borne and wholly natural. There is a reckoning to be made some day, and she will rue the judgment sorely.

WORK OF THE COLUMBIA.

The lease of the dredge Columbia by the Port of Portland Commission to the engineering department of the United States government for the purpose of deepening the river channel from Knapp's Landing to the sea, is grateful news to the people of this section and its real importance is not in the remotest sense disparaged by the fact that the metropolis will be the great gainer by the huge job; it must help Astoria immeasurably, as does everything that makes and maintains an open channel to the Pacific margin. We are glad the government engineers are going to do something to accelerate the work of the jetty; it needs accelerating worse than anything on this coast from San Juan de Fuca to San Diego. Five hundred dollars a day for the next 200 days is a small investment in comparison with the extraordinary sum of good that will be done for the whole state; and we appreciate it the more, because it is exactly, so far as this harbor channel is concerned, what the chamber of commerce of this city asked for, not 20 days ago and is slightly significant of a tendency to consider suggestions sent up from this benighted balliwick. Of course, primarily, Portland wanted the work done and for once the city of Astoria benefits by way of Portland's needs, but we are not caring how we get anything, these days, so we get it, in part, or in whole.

JETTY ON THE NORTH.

With fear and trembling, almost with awe, at our temerity in venturing to counsel the omnipotent force behind the jetty improvements at the mouth of the Columbia river, we hazard the inquiry if it is not about time some steps were taken toward the building of the north-jetty? The iron logic of the situation down there, so far as we have been able to scan it, is that the south arm is far enough out to need the parallel on the north so that the river-current and the tides may be hemmed to a limit that will be effective in washing out the direct channel, and begin the work for which the system was inaugurated. Of course no one among the laity is supposed to know anything about such matters, and questions of this sort are usually deemed impertinent at headquarters, but we are anxious to have this one answered, if there is anyone to do so, and not lose his job!

THE WORLD INVITED!

To all the Peoples of the Wide Earth: You are, collectively, and individually, with good-will preposse, invited to be present at the opening of the Twelfth Annual Regatta, in the city of Astoria, on Thursday, August 30th, and to take lively note of and part in, the festivities that have been organized for the season that has made this city famous. There will be fourteen thousand people on hand to greet you and contribute to your pleasure and comfort, and the sum of our success will be measured by the gratification that comes to you. Come Everybody! Come Early! Stay as long as you can! and know that you are welcome, thrice welcome!!!

EDITORIAL SALAD.

The new Hotel Belmont (28 stories, five below the surface) in New York, cost \$8,000,000 and is absolutely fire-proof. No insurance against fire is carried on the property.

An ex-employee of one of the big packing houses of Kansas City states that it is the regular practice to boil the grease out of entrails and use it in making butterine and oleomargarine. Of course boiled entrails make a fine "spread" on warm biscuit.

The distinction of being the tallest man in the United States army belongs to Ernest D. Peek, a first lieutenant in the Engineer Corps. He is six feet four and one-half inches in height. Lieutenant Peek is a native of Wisconsin and graduated from the Oshkosh high school.

It is stated that within the 86 years of its existence the order of Odd Fellows has helped 2,500,000 of its members in times of need, relieved more than that of widowed families; buried nearly an equal number of its honored dead with all the honors and ceremonies of Odd Fellowship and to do all this has involved the outlay of over \$68,000,000, which has been cheerfully contributed to the work.

The raisin production of California for the past decade has been about 895,000,000 pounds, an annual average of 89,500,000 pounds. The shipments of

California-grown grapes to states farther east for the last ten years have amounted to 10,482 cars, or about 251,568,000 pounds, an annual average of 25,156,800 pounds. In 1903 on account of the short crop in the Eastern States, the shipments were greatly increased there having been over 1800 cars shipped. In 1904 more than 1450 cars were shipped. About 50 per cent of the grape crop in California is converted into wine and 33 per cent into raisins, while 15 per cent is shipped as fresh grapes.

Illinois will probably be given the credit of starting the first rural free mail delivery by automobile. It has been started in Plainfield, on a twenty-six mile route, covered by H. W. Ritzenthaler. The car that the carrier uses looks like an open buggy. To the side of the lid is bolted a three-horse-power gasoline engine, which drives a chain over a sprocket wheel on the hub of the left hind wheel. The wheels are high and are equipped with either steel or solid rubber tires. There may be developed a speed of from 10 to 25 miles an hour. Ritzenthaler says that he saves from two to four hours on a trip and consumes less than one gallon of gasoline.

There is an organization which is getting a very strong foothold in Texas, Oklahoma and other southwestern states and territories, which is striking terror to the hearts of the politicians. It is known as the "Farmers' Union," and already it has the politicians guessing, and they are moving heaven and earth to find out what the movement's program is and how to get on the "inside." The success of the new order will be watched with much interest by the other states in the Union, for who knows but what it may fill a "long-felt" want?

There is no reasonable excuse for any many to live in a town if he does not like it. If you have no word of commendation to say for your town, its institutions or people, emigrate. You won't stop the town clock by going away. The church bells will have the same musical ring, the little dogs will play just as well and the fresh air, bright sunshine and sparkling water will have the same healthy properties. Speak a good word for your neighbor if you can, if you cannot, don't ever enlarge on his faults. If you have become thoroughly disgusted, move away; go somewhere where things will suit you.—Ex.

If present experiments are successful congress will be asked to appropriate money for the purchase of automobiles for rural free delivery service. Under the direction of Fourth Assistant Postmaster General DeGrew cars of a specially built air-cooled pattern have been sent out over notable hard routes in Virginia and Maryland, in charge of experts from the factory. Detailed reports on the work of these cars will largely determine whether to ask congress for the appropriation.—Ex.

France has passed a Sunday law forbidding common labor on the Sabbath. This is in marked contrast with the recent apparent antagonism between church and state in that country, where the enforcement of law taxing church property has led to bloody riots. France has long defied religious teachings of Sunday observance, and mechanics and others have been accustomed to work seven days a week. This new law is not so much an expression of religious movement as it is a recognition of a physical necessity for rest and change. It does not pay to ignore the rest day, and this is a lesson for many in other countries besides France.

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So far as we have been able to learn, this store is the only one in Astoria that has obtained the authentic information from New York for the fall and winter styles. Astoria women expect the BON TON to supply them with the right millinery, and this could only be done by Mrs. Pennington, the new purchaser of this store, who has the advantage of information based on personal observation, and the results of this are now reflected in every hat shown in the store.

We have the Vesta Tilley, in black, pearl and castor colors. A ladies' swagger high crown, flat brim street hat, made of smooth hand-finished wool felt, trimmed in two tone satin ribbon bands, with a Jap silk rosette, edged in chain stitching pierced with quills at the side.

The Hampton in pearl, garnet or myrtle colors, a telescope crown rolling back straight front. The crown is trimmed in silk cord knotted at the side, just the thing for the Regatta.

The Elsie Janis, in black, navy or pearl colors. A swell round crown, fine hand finished wool, trimmed in satin ribbon loops around the crown.

Our little misses' and childrens' ready to wear hats and caps in the most popular styles and leading ideas in self-trimmed effects.

Our Paris pattern hats will arrive from the East about September 1st. It will be the largest and best showing ever made this early in the season. If you are down town pay us a visit even if your millinery needs for the season are all supplied.

MRS. PENNINGTON, 483 Bond St.

LEGAL NOTICES.

NOTICE TO TAXPAYERS.

The Board of Equalization of Clatsop County, Oregon, will attend at the office of the County Clerk of Clatsop County, Oregon, on Monday, August 27, 1906, and daily thereafter until and including Saturday, September 1, 1906, to publicly examine the assessment roll for the year 1906, and correct all errors in valuation, description or equalities of land, lots or other properties and it shall be the duty of all parties interested to appear at that time and place for the purpose of correcting any errors that may appear in said assessment roll.

T. S. CORNELIUS,
Assessor, Clatsop County, Oregon.
Astoria, Oregon, August 6, 1906.
8-5-28t. (D. & W.)

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ANTHONY P. WILSON, Attorney

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